

Inti

[illegible]

POST-OFFICE NOTIFICATIONS
MAILS WILL CLOSE:—

HENNESSY'S BRANDY, in 1 do
 cases.
MATTHEW'S BRANDY, in 1 dozen cases.
DUFF & GORDON'S PALE SHEERRY,
 dozen cases.
BYARS' OLD PORT, in 1 dozen cases.
BYARS' PALE ALE, in quarts. Bottled
 Cameron and Saunders.
BYARS' PALE ALE, in pints. Bottled
 Cameron and Saunders.
BARON'S FURTHER, in pints. Bot
 Cameron and Saunders.
 A few cases of really Superior D
SHEERRY, shipped by F. W. Co
 & Co., do., do., RAY & C
 Hongkong, April 13, 1868.

Port. S. L. PHELPS,
Agent.
Hongkong, August 15, 1867.

NOTICE.
MR BENJAMIN ROBERT STANFORD
was admitted a Partner in our Firm
on 1st January, 1868.
J. McDONALD & Co.,
Shipwrights.
Hongkong, May 1, 1868.

NOTICE.
THE connection of the Undersigned with
the Firm of Messrs THOS. HUN & Co
ceases from this date.
J. M. ARMSTRONG.
Hongkong, May 1, 1869.

THE "COURSE OF THE DAISY" OFF KOW
LOON IN THE EARLY MORNING.
THE STREET LETTER-WRITER.
Subscription, \$7.50 per quarter, payable
in advance.
Hongkong, Noronha & Sons; Shanghai
A.H. de Carvalho; London, W. Allen
Co.; Paris, C. Bourail.
Hongkong, May 4, 1898.

HENDRIE, PISSE & LOBIN's Fine Assortment of PERFUMES.
At 30,
DAWSON & SONS' BOOTS,
For Sale, at greatly Reduced Prices, by
JOLES EUZIERE,
Hair Dressing Room, Up-stairs
Hongkong, December 4, 1867.

Max. Sun's Rays, ...	—	110
Minimum on Grass, ...	69.0	—
Previous Rain on Ground, ...	0.00	—
24 hours. { „ above, ...	0.00	—
Wind,	S. W.	W.
Force,	3	4
Cloud,	8	7
Ozone,	4	3
Weather,	Dull.	Dull.

conceptions which
documents—though
nently calculated to
n China to their p
umbent upon me
y's Government sh
led with the men
and the arguments
enough that it

OFFICE NOTIFICATIONS.

LETTERS.—AMONG, PAGODA AN-
CORAGE & FOCHOV,
"ORMOSA," at 6.15 A.M., To-
row, the 5th instant.
The "ELLORA" will be
delivered with the usual Mails for
S. & Co., on FRIDAY, the 15th
at 7 A.M., and the Post Office
open for the reception of Ordi-
nary Letters for Registration,
S. & Co., on FRIDAY, the 15th
at 9 A.M. Letters, &c. may be
in the night box from 9 P.M. on
th inst. until 6 A.M. on the fol-
lowing day.
Postage between 5 and 6 A.M. on
th May will be chargeable, in
on to the usual postage, with a
fee of 18 cents.
Time for posting Letters at this
16 A.M. and for Newspapers,
or Patterns 5 A.M. on the 15th

ate letters (and Letters only) ad-
to the United Kingdom, via
S. & Co. to Singapore, may be
on board the Packet from 6.30
A.M. on payment of a late fee
cents each, in addition to the
a, after which no Letters can be
ed.
Letters containing the correspondence
of Holders will be received at the
set apart for the purpose, on
at side of the building.
Postage for letters to which pres-
ent is compulsory must be prepaid
in Hongkong Postage Stamps.
Ly-stamped Letters addressed to
Kingdom will be sent on
with a fine of One Shilling in
on to the postage.

ated after 5 A.M. on the 15th May
not be forwarded, unless the Late
well as the postage is prepaid.
Sufficiently stamped or unstamped
ed to places to which they can-
forwarded unpaid, will be open-
returned to the writers as early
sible, but no guarantee can be
that such Letters, if posted after
on the 14th inst., will be return-
ed after the mail is closed.
Stamps should be placed on the
right hand corner of the corres-
pondence, except in cases where they
used in payment of "Late Fees,"
the stamp or Stamps represent-
ing late fees should be placed on the
left-hand corner.
Letters in fractional parts of a Dol-
lar should be conducted in the Colon
by Ordinance 1, of 1864, and
denomination of the 22nd January,
and no other Coins, but those
specified will either be received
in change as fractional parts
Dollar.
Postage Stamps must be made
current Dollars of the Colony or
Notes.

F. W. MITCHELL,
Postmaster General.
at Post-Office,
4 May 4, 1868.

TEST SHIPPING.

ARRIVALS.
Shanghai, from Canton.
Shanghai, British steamer, 1265,
per, Shanghai, April 29, General,
MATESSOR & Co.
CLEARED.
for Manila,
for Canton,
for Macao.

PASSENGERS.
Capt. Sutherland and 3

SHIPPING REPORT.
Shanghai, from Shanghai, re-
ceived light northerly wind and
roughly the passage.

NOTATIONS.

Shanghai, 4th May, 1868.
Panna, New, ... 8045
Old, ...
Benares, New, ... 635
Old, ...
Malwa, ... 675
Benares, ... 675
Calcutta, ... 10

Exchange.
3 months sight, ... 4/4
3 days sight, ... 219
3 days sight, ... 217
3 days sight Bank, ... 72
17 dwts. B., ... 11 1/2 per cent. pre.
... 10 1/2 per cent. pre.
... 11 per cent. pre.
... 24.50 per cent.
98 touch, ... 24.10
overweight, ... 4.85
Sovereigns, ... 9

any Shares, ... 40 per Share.
do. Old, 14 per cent. pm.
do. New, 8 per cent. pm.
Bank Share, Old, 18 per cent. pm.
do. New, 3
Total Shares, 321 per cent. dis. nominal

Temperature.
Shanghai, 4th May, 1868.
9 A.M. ... 3 P.M.
... 20.074 ... 20.990
Thermometer, ... 78 ... 76
... 77.0 ... 76.0
... 73.0 ... 72.0
S. Bar., ... 80.0
S. Bar., ... 72.0
S. Bar., ... 115
on Grass, ... 68.0
Rain or Grou., ... 0.00
above, ... 0.00
... 15 W. ... 4
... 8 ... 7
... 4 ... 8
... Dull ... Dull

THE CHINA PUNCH,
WILL BE PUBLISHED
TO-MORROW.

Single Copies may be had at Messrs.
LANE, CRAWFORD & Co.'s, and Mr. J. B.
MORRIS, news-agent, (Messrs Bown & Co.)
—Price 50 cents.

NOTICE.—It is particularly requested that all
communications relating to the general busi-
ness of this paper be addressed to the
Proprietor and in no case to individuals by
name. Much delay and inconvenience in the
transmission of business will thereby be
avoided.

THE CHINA MAIL.

HONGKONG, MONDAY, MAY 4, 1868.

SIR R. ALCOCK'S DESPATCH.

It is with renewed interest that we again
advert to the despatch from Sir Ruther-
ford Alcock inserted in our last issue. A
letter, which at Messrs Dent & Co.'s re-
quest, we republish in another column
from the *North China Daily News*, affords
the most complete vindication of the
charges brought against that firm by the
Princo of Kung, and it but remains for
the journalists of China to give the ut-
most publicity to this contradiction of an
accusation which reflects the deepest dis-
grace on the department which has fac-
torized it. To the indignation of a parti-
cular firm the Customs department, as
represented by Mr. Hart, may be con-
temptuously insensible. But the united
reprobation of British journals and British
residents in China cannot but produce an
effect upon the mind of those with whom
rests the maintenance of his position.
With the approaching recall of Sir R.
Alcock the suppression of Mr. Hart in
the position which it now appears he is
so unworthily abusing will become an
fait accompli.

In turning to a consideration of the
lengthy and unstatesmanlike letter which
Sir Rutherford Alcock has so injudiciously
published—his worst enemies could
scarcely have been better satisfied—we
are reminded of some advice recently
tendered to the Hongkong Association by
the gentleman who occupied the posi-
tion of Chairman at the recent home
meeting of China Residents. He opined
that Colonial communities and Colonial
journalists were too apt to indulge in
over-enthusiastic language. They were
recommended to approach the authorities
in "more respectful" language. With
every sense of the importance of such
advice from one so eminently qualified to
offer it, we must take the liberty of
questioning its value. British journalists
abroad do not address a vast audience
predisposed to political discussion, or
numbering in its ranks that peculiar class,
indigenous to the British Isles, whose
morals take alarm at the faintest ap-
proach towards sacrificing principle for
expediency. It becomes necessary in
communities whose perceptions are blunt-
ed by constant residence in juxtaposition
to a people whose government is a huge lie
and whose foreign officials share the odium
which attaches to it—communities more-
over whose interests are (hypothetically)
watched over by Sir R. Alcock—to use
language which appeals less to the reason
than to the passions of readers. We
make these remarks lest the cause we
advocate be misjudged by our more
favourable fellow-countrymen at home
amongst whom the virulence which but
too frequently distinguishes Colonial
journalism has, as a rule, disappeared. In
the present case those most interested
have at least the excuse to plead of
feeling an honest indignation at the cir-
culation of a false accusation against
innocent individuals, at the supercilious
neglect of British interests displayed by
the diplomatist who may well be de-
scribed as a "political quack," and at
the unsuspicious use made of him by the
clever but unprincipled foreign head of
the Maritime Customs.

It is impossible in the space at our
command to do more than briefly allude
to the most glaring violations of truth
and honorable feeling displayed in the
unworthy document before us. We have
already commented upon the insult to
British firms in China conveyed in its
opening paragraphs, and so far as Messrs
Dent and Co. and others generally are
concerned we need not reiterate our hope
that some immediate action will be taken
to mark public opinion in the subject.
As regards the more general matter of
this precious production the most notice-
able, and we may add the most objection-
able, paragraph is as follows.

"For this reason, if for no other, these
memorials cannot be allowed to pass entire-
ly without notice. Without stopping to
point out the many fallacies and grave mis-
conceptions which run through the various
documents—though some of these are emi-
nently calculated to mislead the mercantile
community in China to their prejudice—I deem it in-
convenient upon us to take care Her Majesty's
Government shall in no way be identi-
fied with the memorialists. Their views
and the arguments are their own, and it
is enough that it should be known the

responsibility of the Government is com-
pletely disengaged."

We are really very much obliged to
Sir Rutherford Alcock. The paid ser-
vant of the British community, for whose
sole convenience he is appointed will not,
for reasons apart from any "right," allow
their memorialists to pass without notice.
His official superciliousness is only
less offensive than his previous
neglect of duty. But the cream of the
joke lies in the assertion that Her Ma-
jesty's government shall in no way be
identified with the memorialists! Then
pray with whom will it be identified?
Has it taken Fenians, Americans, or South
Sea Islanders under its protection, with
Sir R. Alcock as "representative"? I
had he said that "he would not identify
himself &c.," we could read the riddle, as
it is a melancholy fact that the only party
with whom he identifies himself is the
head of the Imperial Maritime Customs.
We could willingly yield to this important
official the services of Sir R. Alcock
did he not unfortunately possess a
certain power for evil as still holding
an appointment under the Foreign Office;
were it not for which neither we or our
contemporaries would waste ink and
paper in discussing his actions. As mat-
ters stand, his powers of mischief are
extraordinary, and hence our protest.

The deeper we dive into this ill-
composed tangle of absurdities the more
do we become convinced of the hopeless-
ness of dealing in a single article with
a title of its misstatements. The *Shang-
hai Recorder* has exposed the disingenuous
artifice—plain people call it a per-
version of the truth—by which the
Minister twists the remarks of the
Shanghai Chamber of Commerce into
an admission that English lawyers have
approved a violation of treaty engage-
ments. The beauty of it is moreover
that, by way of paying the Chamber a
sort of compliment, he credits it with ob-
taining and "cautiously making public"
legal opinions obtained some years since
by H.M.'s Government. But we leave that
paragraph and pass on to the tone held
in defence of the Customs. That the whole
and sole object of the Minister is the
bolstering up of the foreign branch, and
the defence of the swindling imposition
conducted under native auspices is pretty
evident. He informs his readers that the
memorials "have been published, and
are in the hands of the Chinese." A
frightful idea truly!—as if the British
communities were anxious that their
charges of violation of the treaty, fraud,
and insolence brought against the Chinese
authorities should not reach the ears of
those whom they were most anxious to
impress with the necessity of reformation!
Sir R. Alcock seems to imagine that the
Chinese Government and British resi-
dents stand on equal terms as regards
any question between them.

"At all events, it is too much to expect
that they will not renege if there be
good grounds for retort. Unless the mer-
cantile community, therefore, be perfectly
clean-handed in the matter of Custom
House frauds and violation of Treaty stipu-
lations, their representatives would probab-
ly have done better for their interests, had
they dealt more sparingly in charges of bad
faith and disregard of treaty engagements.
The tone of virtuous indignation in which
such acts are condemned, would of course
be just as applicable to Foreigners as to
Chinese upon conviction. Such arms as
these when employed against Foreign Gov-
ernments, however immaculate the assailants,
are seldom without a dangerous recoil,
however safely they may be used
against their own. And whether the ob-
jects sought be claimed as concessions, or
denounced as Treaty rights, a flourish of
weapons of any kind hardly seems the best
mode of preparing the way for successful
negotiation."

We were under the impression that
the only way of dealing with the Chinese
was to "flourish weapons" by way of
commencement; at all events the experi-
ence of the last thirty years has pretty
conclusively indicated this as the only
effective course of action. But Sir R.
Alcock thinks differently—possibly a
more effectual argument in its favor
could scarcely have been hit upon. It is
at least remarkable when a British Mi-
nister uses such language.

We have thus drawn attention to a
few of the more salient points to which
objection from all quarters has been raised.
To arrive at any idea of how far a British
subject, paid by British money, and the
recipient of official favour, can so far for-
get the obligations of decency or the
ordinary feelings of patriotism, and disre-
gard the most obvious results of experi-
ence, the reader must peruse Sir R.
Alcock's despatch in full. Without, upon
this occasion, entering upon a defence of
the Mercantile community in China we
must content ourselves with having thus
imperfectly indicated the most outrageous
portions of a production which has aroused
the indignation not only of the class
alluded to but of nearly every British
subject in China. There is but one ex-
tenuation to offer for the presumed
writer. It has evidently been drafted
by Mr. Hart and received merely the
signature of the diplomatic wreck who
now occupies the Liang Kung foo of
Peking.

LOCAL.

To-morrow afternoon the *China Mail* will
return to its original size, our supply of paper
for the *Additions* being now available.

The Band of the 73rd Regt. will perform
in the Public Garden on Tuesday, the 5th
May, at 5 P.M. The following is the pro-
gramme:—

OVERTURE, "Mirella," *Gounod.*
QUADRILLE, "Colonne," *Coté.*
SELECTION, "Fra Diavolo," *Auber.*
VALSE, "Die Elfen Reigen," *Gungl.*
MAZURKA, "Rosa," *Burkhardt.*

In the Supreme Court, this morning, an
application was made for a new trial in the
case of *Leung Tuck v. Hoard* and others, a
verdict in which was given sometime ago
by a common jury in favor of the former.
His Lordship ordered the case to be placed
amongst the postponed cases for Wednesday,
to come on at that time, if no arrangement
be come to previously.

GOVERNMENT NOTIFICATIONS.

(From *Saturday's Gazette*.)
His Excellency Sir Richard Graves Mac
Donnell, C.B., has been pleased to recog-
nize provisionally, and pending reference
to Her Majesty's Government, the Honorable
William Keswick as Acting Consul for the
Kingdom of Italy, in the place of John
Dent, Esquire, resigned.

His Excellency Governor Sir Richard
Graves MacDonnell, C.B., has been pleased
to appoint provisionally, until Her Ma-
jesty's pleasure may be known, James Peter
Dunne, Esquire, to be a Member of the
Legislative Council of Hongkong, vice
Francis Parry, Esquire, resigned.

The following Gentlemen have been no-
minated by His Excellency Sir Richard
Graves MacDonnell, C.B., Cathedral Trust-
ees on behalf of the Government for the
year 1868-69, under the provisions of Or-
dinances No. 2, of 1847, and No. 3 of 1850:—
The Honorable Cecil C. Smith, Wilber-
force Wilson, Esquire, F. W. Mitchell,
Esquire, Frederick Stewart, Esquire; and
The Honorable Phineas Ryrie is appointed,
on the same behalf, a Member of the
Accounts for the said year. It has also
been notified to this Government that the
Honorable William Keswick, and T. Fyke
Esquires, have been elected Trustees, and
Edward A. Hitecock, Esquire, Auditor, on
behalf of the Seal Holders.

NOTICE.

To Consignees, Masters and others in charge
of Merchant Vessels.

1. On or before the 1st June proximo,
all Ships, with the following exceptions,
shall be moved over to the North side of
the Harbor, mooring there properly with
45 fathoms on each Chain, the anchors ly-
ing in an N.E. and W.S.W. direction
from each other.

2. The Southern line of this anchorage is
the North extremity of Hongkong about in
with the South extremity of the Kowloon
Peninsula, bearing E. by S.; the Top Gal-
lant Mast and Yard are to be in line with
the Flying Jib-boom in a S.W. direction
ready for letting go, and the flag kept
clear.

3. Vessels discharging or taking Cargo,
and Hulks and Receiving Ships may, with
permission, lie on the South side.

Note.—The Masters of Ships taking ad-
vantage of Article 3, and those whose
vessels lie alongside Wharves and Jeties,
are to understand that they do so at their
own risk.
B. G. THOMSON, R.N., Harbor Master, &c.
Harbor Master's Office, Hongkong, 1st
May, 1868.

TO-DAY'S POLICE.—(Before Mr. Goodlake.)

ALLEGED ROBBERY AND ASSAULT.—Jesse
Terry, 2nd officer of the ship *John Worcester*,
and Owen Maldon, seaman unemployed,
were charged with assault and larceny under
the following circumstances. James Par-
ker, an engineer at West Point Foundry,
said that he went to a public house in
Queen's Road last night about 11 o'clock,
where he saw the prisoners. He was per-
fectly sober, and was there about half an
hour. Second prisoner asked him to speak
a moment, and going into the passage,
second prisoner closed the door, knocked
witness down on his back, kicked him and
took his money—over \$24, including one
\$10 and two \$5 notes. Witness got a black
eye. Shortly after witness was laid on his
back, first prisoner came and assisted in
getting into Queen's Road. Witness re-
plied in reply to the prisoners, that he
was perfectly sober.—J. Howgate, who was
next called, said that he belonged to Black-
wood's boarding-house. He was at the
Battersea Tavern, last night, there saw the
complainant (Parker) change a \$25 note
and get a \$10 and two \$5 notes in return.
Second prisoner took Parker round the
waist and conveyed him into the passage;
but he did not hear any noise. Parker
appeared to be sober.—Gerardus Bass,
keeper of Rotterdam Tavern, stated that he
remembered Parker changing a \$25 note on
Saturday night, when he got as change one
\$15 and two \$5 notes; but could not say
that the prisoners were in the house at that
time. Parker came again to the tavern
last night about the same hour; he was
drunk, and the prisoners were there. Parker
could stand, but was very drunk, and
treated the prisoners with beer. Witness
advised Parker to go straight home; but
this morning Parker came with a constable,
saying that he would make it up for \$5, or
have a Yankee wrestle for it. Witness
changed only one note, on Saturday night.
Howgate was here in witness way he made
of the prisoners asked in what way he made
a living, adding that he was drunk all
yesterday and could know nothing about it.
He however, re-assured that it was last
night the note was changed.—F. Downe,
a little bar-boy, said that a note was changed
for Parker on Saturday night, but that
note was changed last night. Parker was
in the tavern last night, but was worse for
liquor.—Sergeant Haves, who took the
prisoners in charge, stated that Parker had

been drinking. When prisoners were taken
into custody, Parker offered to settle it for
\$5; but the offer was declined, prisoners
saying they were all drunk together.—His
Worship said that Howgate had evidently
been drunk and missed a whole day; he
would fine him \$5, which might make him
more careful in future in giving evidence.
Prisoners would be discharged, and Parker
would pay them \$2 each as amends for
having brought them up.

Ten Chinese were placed at the bar and
charged as suspicious characters and dan-
gerous to the peace of the Colony. They
had been arrested by order of Mr. D. R.
Caldwell, at the instance of the Gambling
Farmer. Two or three were recognised by
Mr. Douglas, one having been branded and
deported; and his Worship sent them to
Gaol for a month, and ordered them to
find two securities of \$50 each for twelve
months—which sentence may be put down
as thirteen months imprisonment.

Inspector Grimes charged a Chinese boy
employed in the Samaritan Hospital with
having stolen \$13 and 27 Rupees from a
patient's box in Hospital. He said that
Dr. Young had given him in custody, and
he found a sheet and some tumbler belong-
ing to the Hospital in his box. The case
was remanded; and soon afterwards the
compradore of the Hospital came to bail
out the boy; which serves his Worship
decided to allow.

Mr. Superintendent Deane appeared to
press the charge formerly noticed against
the money-changer who was found in pos-
session of the watch robbed some time
since from the second master of the trans-
port *Tamar*. Mr. Deane stated that, al-
though there was a strong suspicion of
prisoner's connection with the "knock-
down" robbery, he could not go into the
charge, as the *Tamar* had left for England;
he would, however, press for the full
penalty for keeping a money-changer's stall
without a license.—His Worship remarked
that he was glad that the watch was found.
Mr. Deane said that both the officer of
the *Tamar* and Mr. Hiden had had a nar-
row escape, and that they were both inas-
surable for some time and did not know even
where they were assaulted.—His Worship
sentenced the prisoner to pay \$25 or go to
Gaol for two months; and a record of the
Superintendent's remark regarding the more
serious charge was kept.

A TRIP TO WAI CHAU.

(For the *China Mail*.)

Leaving Hongkong on Tuesday April
21st, we went by passage boat to Kow-lung
and crossed the mountain to the bay on its
northern side. Thence we took a passage
boat and sailed eastward through a narrow
bay to the entrance of Mirs bay. Thence
our course was in a North-easterly direction
to Sia u Chung (沙魚涌), a fishing vil-
lage of some importance as the place where
the traffic from this region takes boat for
Hongkong. The Kow-lung mountain is a
great obstacle to this trade, and a tunnel
through it would be a work for some pub-
lic-spirited man who had zeal for the material
prosperity of the Colony.

When we landed at Sia u Chung it was
raining, and we proceeded after breakfast
to a village two miles distant where chairs
were to be had. By this time the rain was
pouring down and the chair coolies wished
to wait until the rain was over. We there-
upon supplied ourselves with Chinese rain
coats, and leaving our compliments for the
gentleman of the sedan, we set out. Our
course was over a chain of mountains, the
ascent of which was very gradual, and the
path paved with stones. All this range of
mountains as far as we could see was desti-
tute of timber. There was grass in abun-
dant, and horizontal paths, one above
another, were worn on the sides of the
slopes, by cattle feeding on the hill sides,
where it was too steep to ascend or descend.

The descent of the mountain was still
more gradual than the ascent, and a walk
of 5 or 6 miles brought us to a plain in
which a stream, swollen by the rains, was
pronounced impassable by the country
people whom we met. On reaching it, one
of our bearers was sent in to sound the
depth, and finding it fordable we were soon
on the other side.

The place for which we had started was
Tan-shui (淡水), a market town in
Kwei-shin District, but we turned out of
our way to visit a village which was engaged
in a clan fight. Running through the plain
in which this village is situated is a stream,
which was swollen, and we fortunately met
a boat going down which set us over, but
our bearers were left behind a short dis-
tance. As we approached within half a
mile of the village we saw men at various
points in the fields firing their guns, and
we asked at a small village where we were
passing if it would be safe to proceed on our way.
They assured us there was no danger, and
we went on some distance, but soon came to
the conclusion that prudence was the better
part of valor, and we suddenly remounted
that our bearers were on the other side of
the river, and it was most important that we
should look after them. We therefore re-
turned to the river bank, and found our
bearers still on the other side. One of them
held his hand over his head to indicate the
depth of the current which was sweeping
by, but the other was induced to try, and
a way was soon found by which they were
able to carry our baskets dry over the
water.

It was now near sundown, and we had
to hasten in order to reach the village by
another route before dark. We found also
two other streams to be forded, and it was
in the gray dusk of the evening when we
approached a temple which was an outpost
of the Punti village Sai-fu-tong (西夕塘)
which was our destination. We were closely
watched by the guard, but were admitted
without objection and a man detailed to
conduct us to the village. My companion,
the Rev. Mr.—, had some Christians in
the village, and we were assigned quarters
in an ancestral hall where one of them
resided as a teacher. The mountain air
and exercise had prepared us to enjoy a

night's rest, and after we had partaken of
our evening meal and inquired somewhat
into the state of affairs, the boards on which
we reclined soon invited balmy sleep, and
our toils and cares, with the strife and
bloodshed of our hosts, were soon involved
in oblivion.

In the morning, we attended to a few of
the wounded, and endeavored to induce the
elders of the village, who were invited, to
treat us, to make terms of peace. We then
visited the Christian family, the head of
which, a venerable old man, was evidently
drawing near his end. My companion read
and expounded a portion of Scripture and
engaged in prayer, in which the members of
the family united with solemn reverence.
It was very pleasant to meet here, in the
midst of the heathen, a family which had
renounced idolatry, and had set up an altar
to the Living God.

After some further exhortation to peace
with the village elders, we bade them fare-
well and went to the river bank to wait for
a boat which we hoped would soon come
down the river. While sitting on the bank
we had a full view of the scene of battle.
The plain was about 3 miles in diameter,
and surrounded by hills. On the eastern
side was a small hill, on which the Hak-kas
had erected a breastwork, and firing was
kept up from this and from points near it.
In the neighborhood of the Punti village
guns were planted in three or four places
on the plain, and they answered the fire of
their antagonists with a steady determina-
tion. The Punti had a small cannon, but
with this exception, the arms used on both
sides were matchlocks. As no boat came
along all day, we had an opportunity of
seeing the firing, which slackened in the
afternoon and ceased about 4 o'clock p.m.
We went to the nearest village to find
quarters for the night. This was one which
sympathized with the Hak-kas, and from
them we heard the other side of the dis-
pute. We learned as the result of the day's
fight that two of the Punti were killed.
And in revenge they went that night and
destroyed the young rice which was just
ready for transplanting in the fields.
(To be continued.)

We are amused at a story told upon
himself by a man who is notorious as a
long-winded talker. Said he: "Sleeping my
friend Jones being bored by a man who
had him button-holed, and was talking him
blind, I called to Jones that I wanted to
see him at once, on particular business.
He came to me, when I explained to him
that I had no business, but was merely
calling him away to save his being talked to
death. "Very much obliged," said Jones,
'but (looking anxiously about him) who
is he?—will I link to save you from you?"
A lady was telling a young man that a
child a few weeks old, whose grandmother
was only thirty-eight years old. The young
man replied that that was nothing. He
knew a young lady whose grandchildren
were not born yet.

A fastidious Chinese finds fault with the
practice of smoking at funerals, although
he does not object so strongly to chewing if
conducted in any unobtrusive way.

Wood county, Ohio, is digging a ditch
thirty-seven and a half miles long, eighteen
to twenty feet wide on the bottom, thirty
to forty feet at the top, and from two to six
feet deep. It has sixty-seven and a half
feet fall, or less than two feet to the mile.
It will drain 60,000 acres of the "Black
Swamp," and bring them into cultivation.

The *Selma* (Ala.) Times states that it
is informed on good authority that large land-
holders in Greene county are offering to
give the use of their plantations for next
year to any one who will agree to pay taxes
on them.

A man named Warren Bradford, of New-
burg (N. Y.), recently eloped from his wife,
but returned repentant a few days since,
when he was kicked out by his indignant
spouse.

In some parts of Canada the deer have
become very tame and are often near the
abodes of civilization. A Kingston paper
attributes their tractability to the recent
earthquakes.

A Missourian recently indicated his
right to seat his disobedient child on a hot
stove, by shooting a personal friend who
attempted to interfere.

SIR R. ALCOCK'S CHARGE

AGAINST MESSRS DENT & CO.

We republish the following letter (which
has already appeared in the *N. C. Daily
News*) at the request of Messrs Dent and
Co. It is a most complete refutation of
the charge brought against that firm in
Sir R. Alcock's recent despatch. Fur-
ther comment will be found in our lead-
ing columns.

To the Editor of the *N. C. Daily News*.

Sir,—Your paper of this date contains a
Despatch from Sir Rutherford Alcock on
the subject of the revision of the Treaty.
In that despatch Sir Rutherford accuses one
of the large Mercantile firms of having
assaulted, in July 1868, to defraud the
Imperial Government of China by passing
a chop of Tea as Tea dust, and the Imperial
communication from Prince Kung which
accompanies the despatch foists that accu-
sation upon our firm.

Any person, who has read Sir Ruther-
ford's ensuare on us, will naturally conclude
that His Excellency would not have passed
such sentence without at least having
afforded us a hearing. Yet such oppor-
tunity has not been given us and a perusal
of Sir Rutherford's despatch in the public
prints is the first intimation to us that
what we maintain to be an unfair demand
for duty on the part of the Customs Autho-
rities has been contorted into an attempt
on our part to defraud the revenue. "Audi
alteram partem" is a maxim of justice
which ought not to be waived even in favor
of Imperial communications. We have no
desire, however, in this letter to enter into
comments, but merely to publish a state-
ment of the facts of the case.

The merchandise which is described in Sir
Rutherford's despatch as a chop of

Tea, and in Prince Kung's communication as 801 Loads of Tea, was not ours, but the property of a Chinese constituent. It formed a portion of 1232 baskets weighing 887, shipped per *Hirado* at Hankow on 2nd May 1868. It was not "dust" in the literal sense of the word, nor yet was it Tea. (Chai' ep) as enumerated in the Tariff. It was, however, described to the Customs authorities at Hankow by its true denomination in Chinese (the character for which we have not at our command at present). Its value in July 1868 was Tls. 4 per picul (or considerably less than the value of Tea dust), and the market to which our Chinese constituent was desirous of shipping it was Tientsin. This however he was unwilling to do if compelled to pay export duty at the rate charged on Tea—viz. Tls. 2.5 per picul; and consequently this particular merchandise, of which the so-called Tea dust or spurious Tea formed a portion, became the subject of special negotiation between our Agent and the Foreign Commissioner of Customs at Hankow. About that time Mr. Giquel, the Commissioner, was exerting himself to obtain a remission of duty on Tea dust and Tea of inferior or spurious quality, and when our agent first applied for permission to ship off the produce in question, he was told by Mr. Giquel to await a further development of his negotiations with the higher authorities. During this interval Mr. Giquel was supplied with a sample of this particular article, and he was informed in writing by Mr. Ringer, of the firm of Messrs. Drysdale Ringer and Co., of Hankow, that it was "prepared Tea refuse, not all Tea but containing nearly two thirds of other kind of leaf, and that it was 'much less value than British Tea for which the Tariff is 4 mace per picul.' To a subsequent application to the Commissioner of Customs to ship off our constituent's merchandise, (of which the parcel described by Mr. Ringer as above form a portion) our agent received the following written reply: "You can send your application for the Tea dust; the duty instead of being Tls. 2.5 per picul, will be Tls. 1.25." This occurred on the 2nd May 1868. All negotiations between Mr. Giquel and our agent had reference to this particular kind of spurious Tea or so-called Tea dust only, and no question can therefore arise as to the identity of the parcel. Acting upon the authority of the Commissioner, application was made by our agent to ship off 1,232 packages, in the English application called Tea Dust; in the Chinese document by its special character. The permit was granted and the packages shipped at Hankow, under the surveillance of a Foreign Idewaiter who inspected their contents, took a muster of the same to the Custom House and reported the shipment at that office as "Tea Leaf." Duty was paid by our agent at Hankow at the rate of Tls. 1.25 or half the rate chargeable on Tea. The shipment was brought down per steamer *Hirado* to Shanghai and that portion which is especially the subject of this letter was shipped per *La Vierge* to Tientsin.

On arrival at Tientsin the coast trade Duty was leviable and our agent demanded the right of passing the shipment at half the rate due on Tea, or more, viz. Tls. 1.25. The Customs authorities however hesitated, but they accepted a cash payment at such reduced rate and demanded a Bond from our agent for an equal amount, pending reference to the Imperial Commissioner, H. E. Chung How. Mr. Mongan, H. M.'s Consul, exerted his influence in favor of our view of the case, but the Commissioner Chung How decided that the matter required further reference to Peking. This reference met with the usual result. On the 12th July, Mr. Mongan addressed the following letter to our agent.

"I am requested by H. E. Chung How to inform you that the Foreign Board at Peking have decided that the Tea imported by you ex *La Vierge* must pay the full half duty of Tls. 1.25. The Superintendent of Customs at Hankow will have to make good out of his own pocket Tls. 1.25 per picul on this same Tea on account of under-charge Export Duty at that port."

It was after this decision in Peking that we were called upon to make good in Hankow, the difference between the half duty paid on exportation in May and Tls. 2.5 per picul leviable on Tea. This we persistently refused to do, except under compulsion through the proper channel, as such payment on our part might have been construed as a tacit admission of error in our dealings with the Customs authorities. It was competent for the Commissioner of Customs to prefer his claim through Her Majesty's Consul, but he did not do so, and the additional duty, subsequently demanded, to this day remains unpaid. We may here mention that for our own satisfaction and that of Mr. Giquel, we obtained in August 1868, from Tientsin under British Consular seal, a muster of our shipment per *La Vierge*. It was forwarded to Hankow and there exhibited to H. B. M. Consul and to Mr. Giquel, who admitted it to be the same as that which had applied for leave to export at the reduced rate of duty.

A perusal of the above facts will, we trust, set us right in the opinion of the public as regards the fraudulent intention laid to our charge in the Imperial communication and adopted by Sir Rutherford Alcock. So far from any embezzlement on the part of our agent at Hankow having been practised it will be seen how investigation was carried out and how the disapproval of the action of the Customs authorities at Hankow by the Board at Peking, has been construed into an attempted fraud on the revenue by us.

We purpose taking the earliest opportunity of laying our case before Sir Rutherford, but meanwhile we are compelled in justice to ourselves, to beg of you to insert this letter in your paper.

We are, Sir, your obedient servants,
DENT & Co.
Shanghai, 27th April, 1868.

MY FIRST SEA VOYAGE.

BY JAMES D. M'GABE, JR.

When I was eighteen years old, I was apprenticed to a carpenter in the city of Philadelphia. My parents were in very moderate circumstances, and were among the Quakers of that city. I had always wanted to be a sailor, but my parents hated the calling, which in their eyes was connected with every description of wickedness, and insisted that I should learn some honest trade. Accordingly they bound me out to a carpenter also a Quaker. Perhaps if they had been wiser in their choice of the man to whom they gave me, I should have submitted to their will, but they bound me to a hard and cruel master. He used me unkindly, and I soon learned to hate him. I resolved at last to leave him, and as I knew that the law would compel me to return to him as long as I remained within his reach, I determined to carry out my long cherished wish, and go to sea. I left his house one Sunday morning, and strolled down to the Delaware, determined to see if I could not find some means of escaping from my bondage. As I loitered idly on the wharf I was startled by the splash of oars and a voice calling me. Looking around I saw a large sloop in the river, and below, pulled by sailors. A stout, red-headed man, evidently in command of the boat, sat in the stern, steering.

"Halloo, lad!" he shouted. "Are you looking for a ship?"
"I replied in the affirmative, and he at once informed me that he was the master of a fine vessel about to sail for the Mediterranean, and that he was in want of another hand. The wages he offered seemed immense to me, and I at once closed with his proposition. As I had brought a bundle of clothing with me, I had no need to return home for anything, and I took my seat in the boat, which shoved off and proceeded down the river. The captain told me he would soon make a sailor of me, and that he had no doubt I would make many friends among the crew. The ship was lying in the river a short distance below the town of Chester, and would set sail as soon as we joined her. The captain seemed to be a pleasant sort of fellow, and I thought myself fortunate in shipping with him. So far as I was concerned, I was fortunate. He was a kind-hearted, generous man, and treated his crew in a manner that made him very popular with them.

"We reached our ship in a couple of hours or so, and at once dropped down the Delaware. By the next morning we had cleared the Capes, and were standing out to sea. I went through the usual initiation of all landsmen, a severe spell of seasickness, and when I recovered set myself to work enthusiastically to learn my new profession.

"Then I would talk with some of the old tars about our destination, which I supposed was the Mediterranean, and I frequently noticed the singular expression which came over their faces as they listened to me. I supposed, however, that they were simply asserting their superior wisdom in this way, and as I was a green-horn, I was ashamed to confess my ignorance by asking them what it meant.

"The first inkling I had of the true nature of my calling came only at the end of our voyage. Late one afternoon we made land in the distance, and by dark we were close to shore. I noticed a great deal of bustle and activity on the ship, but this I supposed was simply the usual attendant of the end of a voyage. The captain told me I might turn in early as I was a new hand at the business, and I availed myself of his permission. When I awoke the next morning the ship was at anchor. I hastened on deck, expecting to see the harbor of some great European port. I looked staggered with astonishment at what I beheld. The ship was riding quietly at anchor in a narrow river. On either side of the stream was a thick forest, the luxuriant and tropical beauty of which told me at once that the scene was not European. A bright-hued bird was singing in the branches of a tree that leaned far over into the water, and on the opposite bank a couple of monkeys were squatting in a palm-tree, gazing at the vessel with an expression cunning intelligence. I gazed at the scene in utter bewilderment, and when I could command my tongue, I turned to an old sailor who was standing near me, and said:

"This is Africa?"
"Yes," he answered, dryly, "this is Africa, youngster. It ain't much like the place you thought you were bound for, but there's a heap more monkey here than there."

"And this ship is a slave!" I exclaimed excitedly. "I have been deceived!"
"So it seems, my lad," said the old man, kindly. "But, he added, laying his hand on my arm, 'let me give you a piece of advice. The captain of this vessel's a kind man when you don't make him mad. He's taken a liking to you, and you'd best keep on the good side of him. Jest take my advice, youngster, and hold your tongue about being deceived. If your bargain's a bad one make the best of it. You can't help yourself now."

"I thought the old man's advice was founded upon sound, though homely, wisdom, and I determined to be guided by it. I held my tongue and replied laughingly to the captain's bantering about the trick he had played on me.

"The captain had made fully a dozen voyages of this kind in the slave coast, and he was considered the most successful of the slavers in the trade, as I learned from the crew. Therefore we had no difficulty in procuring a cargo of negroes from the slave factory which was situated some ten miles further inland. In all we took on board something like six hundred negroes of both sexes and all ages in about ten or twelve days. It wrung my heart to see the grief of the poor wretches as they were brought down to the barracoons on the shore, and from there consigned to the hold of the vessel. I could do nothing for them, however, so I followed the advice of the old sailor and held my tongue.

"At the end of the twelfth day the captain announced that we would be off in a day or two, and gave orders to have the water casks taken ashore and filled with fresh water. The casks were at once brought out, and carried to the hold, and the work of filling them was begun.

"The next day we received information from the lookout on the coast that a large war vessel was off the mouth of the river, and that her boats had been reconnoitering the entrance to the stream. This news determined the captain to sail at once, and orders were given to be ready to drop down the river that night. When it was fairly dark, all of our preparations having been made, we weighed anchor, and stood down the stream under light sail. All hands were on the alert to cover the first signs of the war vessel, but we passed out of the stream and got to sea in safety. The captain was in high glee at this, and was loud in his predictions of a speedy and successful voyage. We were bound for the Florida coast, where our human cargo was already engaged.

"The weather was intensely hot, and I was sure that the poor negroes were suffering terribly in the close hold of the ship. They were regularly supplied with water, however, and were permitted to come on deck for a time in parties of ten or fifteen, but the number on board was so large, that even with this privilege they were compelled to remain in the hold two and three days at a time. In a few days a sickening stench began to come up through the gratings of the hatches, and soon afterwards the number of captives began to decrease. From one to four black corpses were thrown overboard every day, and seized ravenously by the terrible sharks that followed in our wake. I asked one of the men how many of the negroes generally died on the passage, and could not repress a shudder of horror as he replied coolly, 'Sometimes half, sometimes more or less than half.'

"The captain's predictions of a speedy passage were not destined to be realized. We had fair winds for the first two weeks of our voyage, but at the end of that time commenced to encounter a series of dead calms that bade fair to detain us indefinitely. We suffered greatly with the heat. The hot sun glared down fiercely upon us, until the decks were so hot that it was painful to walk upon them. Not a breath of air came to our relief, and for three days we suffered torture that I felt sure could be equalled only by those of the damned. The captain said he had never known such weather, and his face wore an anxious, uneasy look.

"But while our sufferings were so great, those of the wretched beings in the hold were indescribable. The stench from the hatches increased, and whenever I passed the gratings I could see a mass of dark faces gathered under them with panting lips and protruding tongues, striving vainly to catch a breath of air, and I knew that the air was so foul that others who were literally suffocating in the hold. The night and the thought almost maddened me, and when I saw the corpses go over the side to the sharks more rapidly than ever, it was with difficulty that I could restrain my excitement. The most hardened sailor on the ship seemed to feel the frightful condition of the negroes. The captain's face grew more anxious, and he became gloomy and silent. It seemed that he would never meet another breeze, and unless we were favored with one very soon we felt sure that some terrible fate would befall us.

"A week passed away, and still no change. Over two hundred of the negroes had died, and the condition of the others was frightful beyond description. Many were covered with sores and were reduced to mere skeletons by their sufferings. The patient endurance of the negroes, which had hitherto marked their sorrow, and which had touched me as deeply as their voices themselves, now gave way to a species of frenzy. They would throng around the gratings and with cries of savage fury call to us in their native tongue, and shake their fists at us and grind their white teeth in impatient rage. Their fury became so great, indeed, that it was dangerous for any one to venture into the hold; either to remove the dead or to distribute food and water. The captain therefore ordered that only such supplies as could be passed through the gratings should be given them until they learned 'to behave themselves.'

"This was a severe remedy, he said, but it was the only way to deal with such cases. His theory was at fault the time. The fury of the blacks increased, and they became so violent that there was really danger that they would break out of the hold and attack us. To compel them to be quiet the captain ordered the covers to be put down on the hatches. This was horrible, and even the mate who was a hardened wretch, protested against it. It was certain, he declared, to result in the death of all the negroes, who would soon suffocate if the hold was deprived of the scanty ventilation it then possessed. But the captain was firm. He said he had often tried the measure before, and that it was sure to be successful. If it did kill a few negroes that would be better than running the risk of having all our throats cut by them. There was no appeal from his decision, and after all it was thought by the men that so old a slaver ought to know how to manage a troublesome cargo. The hatches were shut down, but the cries and shouts grew louder and more furious.

"As the hours went past down the captain went aft to his cabin. In a few minutes he came out hurriedly, and called for the mate. The mercury in the barometer, he said, was falling more rapidly than he had ever seen it. It was evident that the calm was about to be succeeded by one of the terrible wind storms for which the region is famous, and it was necessary to make every thing fast at once. As he spoke we could hear a low, moaning sound in the air, that was the forerunner of the whirlwind, and we knew that the shipper was right in his prediction this time.

"In half an hour it came upon us with force that was terrible beyond description. The vessel quivered like an aspen leaf, and for a moment I thought the end of our voyage had come. The sky grew black as night, and to this there succeeded a dull indistinct light, which, was, I thought, worse than the darkness had been. The sea became covered with a yellow froth that boded no good to us. The wind blew as I hope never to see it blow again. It had not that wild, wrathful roar that is heard in our own waters, but it gave only a low moaning sound that made our hearts quail with dread. The ship was under bare poles when the squall struck us, but for some time, and the captain ordered the hatches to be taken off that the poor devils might have air. There was no lack of it now, he said, and he wanted them to have a breathing spell. The order was obeyed with alacrity, and though we could scarcely keep our footing on the decks, we exerted ourselves to the utmost to save the poor wretches we knew were perishing below.

As the main hatch was opened we started back with a cry of alarm and horror. A dense and sickening smoke poured through the gratings, literally driving us from it.

"My God!" groaned the mate. "They have fired the ship!"

"I sprang to the grating and called loudly to the negroes below, but no voice answered. The horrible truth then burst upon me in all its terrors. The negroes in their madness and despair had set the ship on fire, and had perished by the foul air and the smoke. This was not all. Their revenge had involved us as well as themselves, and we were on a burning ship in the midst of a terrible hurricane. I stood stupefied with horror as I realized these things. I was aroused by the voice of the captain shouting, excitedly:

"Down with the hatch. Quick, there! Make it fast. We may suffocate the fire in the hold if we can keep the air from it. Down quick, I say, for your lives."

"The covers were fastened down in an instant, and heavy tarpaulins muffled over them. The other latches had not been raised, but we covered them in this way at last, hoping to shut out the air from the hold. Our situation was terrible, and we fully realized it, and exerted ourselves to keep down the fire. We might have passed through the gale in safety, but I had little hope of being able to keep down the flames. Then the thought that there were several hundred dead men below my feet, and that I had helped to bring them to their death was horrible.

"My worst fears were realized. The opening of the hatch had given the fire an advantage which was destined to prove fatal to us. In an hour I could feel, or I fancied I felt, the deck growing hot. I mentioned it to the captain, and received a savage command to mind my own business. In another hour, and when the storm was at its height, the smoke began to come through the cracks between the planking of the decks. The heat melted the pitch used in caulking them, and these seams became a source of supplying the fire with air which we could not prevent. Indeed the crevices grew wider as the heat shrunk the planks, and in half an hour more the deck was covered with a thick sickening smoke, and in some places the bright red glare of the flames was seen. It was in vain that we threw water over the decks, in vain that the waves would occasionally wash over us. The flames had gotten too fair a start to be checked, and we knew there was nothing but death in store for us.

"All efforts to extinguish the fire were now abandoned, and the crew commenced to prepare the boats. A launch of the ship washed one away, and the other was found to be unfit for use. I never saw such despair as I had that day on the faces of those sailors. I felt some one touch me on the arm, and looking around, I saw the old sailor who had advised me to make the best of my bargain.

"Come with me, lad," he whispered. "Every man must save himself now. But I cannot let you die here without trying to help you."

"I followed him along the deck. We passed at once of the water casks which had been temporarily stowed amidships. He had driven the bung in to it after emptying it of water, and had lashed two ropes to it, while the rest had been busy about the boats. Obeying his instructions I fastened one of the ropes about my waist, and he made the other fast to his own body. No one noticed us, and taking advantage of this we moved the empty cask to the bulwark, and jumped with it into the sea, and clung to the cask as it floated away on the billow.

"It's our only chance for life, lad," said the old sailor, gloomily, "and it's a very slim one."

"No one had seen us, and we floated away from the ship, leaving our doomed comrades in utter ignorance of our fate. In half an hour we saw the flames burst through the deck of the vessel and mount up towards the masts. We watched the fire edgewise, and saw it settle down under the waves. The great crime against humanity had been avenged, and the career of the slaver was ended.

"For two days and nights after the storm died away we floated about on our cask, and at last, when we had abandoned all hope of ever seeing land again, we were picked up by a vessel bound for England. We did not tell the character of our ship, and were kindly treated until we reached England, where we soon found a vessel bound for New York, on which we took passage for home.

UNDER the name of Augustus (son of Augustus) M. de Kotzebue, Russian Charge d'Affaires, at Baden, and son of the celebrated German author of that name, is at this moment obtaining a grand success at the Carlisle Theatre with a three act comedy, called "Two Sinful Women." This is the third attempt of M. Kotzebue as a dramatist.

Houses and Lands.

TO BE LET,
TOGETHER ON A LEASE,
OR TO BE SOLD.

THOSE 3 Substantially-built HOUSES, in Tai-ping-shan Street, Nos. 16, 18, and 20, at the head of West Street. These HOUSES were entirely re-built in 1866 and are close to the New Gambling House in No. 100 Hollywood Road. The same command a view over the entire harbour.

The Lot is registered in the Land Office as Inland Lot 241 A, contains 1,540 square feet, and the Annual Crown Ground Rent is \$2 2s.

For further particulars, apply to CARLOWITZ & Co., Hongkong; or to H. D. MARGESSON, Rua Central, Macao, Hongkong, April 11, 1868.

TO BE LET.

ALL that Large Plot of GROUND at West Point, near the Sailor's House and enclosed by a substantial brick wall, known as the French Marine Lot and registered in the Land Office as Marine Lot No. 199. Measuring on the Praya and the South side, each 170 feet, and on the East and West sides, each 250 feet; containing 42,500 square feet.

This plot of Ground facing the Praya is admirably adapted for a Coal or Timber Yard, or for a Ship Building or Manufacturing Establishment.

For further particulars, apply to CARLOWITZ & Co., Hongkong; or to H. D. MARGESSON, Rua Central, Macao, Hongkong, April 11, 1868.

TO BE LET.

A HOUSE in Queen's Road, commanding a good view of the Harbour from the North side. The House contains eight good Rooms with Bath Rooms, Verandahs, front and back, Kitchens, Servants' Rooms and Godowns on ground floor.

Apply to TURNER & Co. Hongkong, February 8, 1868.

TO BE LET.

Furnished or Unfurnished. THE DWELLING HOUSE in the Albany at present occupied by Mr. N. R. Massey. Occupation can be had in a few weeks. Application can be made to Mr. MASSEY at the Albany. Hongkong, September 25, 1867.

TO LET.

N. 3, PECHILI TERRACE, Elgin Street. Apply to LANE, CRAWFORD & Co. Hongkong, January 24, 1868.

TO LET.

TWO Fine Houses marked C & D in Hollywood Road, Hongkong, facing the Hotel d'Europe, and commanding a full view of the Harbour. Also two fine Houses on the Praya Grande, Macao. Immediate possession.

Apply to Messrs A. A. DE MELLO & Co., Macao; or to Messrs ROZARIO & Co., Hongkong. Macao, April 18, 1868. 1867

TO LET.

(Furnished.) AN AIRY ROOM in the best part of Wyndham Street.

Apply to THOS. W. BARRINGTON, No. 53, Wyndham Street. Hongkong, April 18, 1868. 1867

TO LET.

THE BUSINESS PREMISES, formerly occupied by Messrs ASHBY & Co., KAR-BURG & Co., consisting of Dwelling House, Offices, and spacious Godowns. Possession to be had on the 1st March. Apply to JOHN BURD & Co. Hongkong, February 22, 1868.

STORAGE.

CAN be had in First Class Crates 60 down at Wanchai, on very moderate Terms.

For particulars, apply to CHARLES RIVINGTON, At Messrs LANDSTEIN & Co.'s Office, Stanley Street. Hongkong, January 1, 1868.

TO LET.

THE PREMISES situated in Queen's Road, Stanley Street, and at present occupied by Messrs H. MARSH & Co. For particulars, apply to LAMBERT, ATKINSON & Co. Hongkong, 5th September, 1867.

TO LET.

TWO HOUSES on Carlton Terrace, Spring Gardens, with or without Godowns, rent moderate. Apply to LAMBERT, ATKINSON & Co. Hongkong, 5th September, 1867.

TO LET.

THE PREMISES situated at Fetter's above the Offices of the Undersecretary, lately occupied by Messrs AUGUSTINE LIPKOP & Co. Possession can be taken on the 1st of January 1868. For further particulars, apply to THOS. BUNT & Co. Hongkong, December 30, 1867.

TO LET.

FOUR Large ROOMS on Second Floor above the Offices of the Undersecretary, 44, Queen's Road, at present occupied by Messrs C. HOCK & Co. Possession can be taken on the 1st of January, 1868. For Terms, &c., apply to G. DUBOIS & Co. Hongkong, November 6, 1867.

HONGKONG AND COMPAN.

CAPITAL

IN 1,500 SHARES

THE COMPANY

DEEN and

working order, and

owners is respectful

tages which these

the Docking and Re

The following des

is submitted for t

Public.

ABERDE

DOCK

Built of GRANITE.

Length,

Breadth,

Depth of Water at

do.

This Dock is now

situation.

WHAMPO

DOCK

Built of GRANITE.

Length,

Breadth,

Depth of Water at

do.

This can be used

Docks.

DOCK

Built of Wood.

Length,

Depth of Water at

do.

Fitted with Calson

DOCK

Length,

Depth of Water at

do.

D. and B. are Mu

small vessels, at v

WORKS

The Workshops on

Aberdeen and Whan

equipment necessary for

or Steam Machinery,

are supplied with lat

ing, Cutting, Punch

capable of executing

scale, and Blacksmith

well supplied with pl

entirely carried on b

experienced European

Powerful Lifting Sh

alongside where vess

water and take in o

BOILERMAKERS

The company in ad

Repairs are prepared

ing new Boilers to

strutting which they

FOUND

Iron and Brass Cast

or general purposes, a

utmost despatch.

STOIR

The Company's Sto

quired) supply at m

necessaries for Shipw

Copper, Canvas, &c., &

STEAM

The Company's po

Fame (100 Horse-pow

in readiness to Tow S

Hongkong to the Dock

will take them back o

Rates.

For further parti

Office of the Company

Hongkong.

JOHN

N. B.—The Consigne

Vessel setting reason to

done in the Docks, or in

the Dock arrangements

Secretary on the subje

plaints will receive the

the Directors of the Com

Hongkong, October 18

THE

CHINESE COM

GUIDE

By S. WELLS WIL

Shipping in Harbour.

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

O. on Pedder's Wharf.—W.C. from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C. on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., On Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
STEAMERS.							
Achilles	W. Russell	Brit. str.	1560	May	Birley & Co.	Shanghai	
Cadiz	W. Edmond	Brit. str.	810	April	20 P. & O. S. N. Co	Shanghai	
Erl King	W. Pinel	Brit. str.	1044	May	24 P. & O. S. N. Co	Shanghai, &c.	Immediate
Formosa	W. Hookin	Brit. str.	975	May	30 Lyphand & Co	Shanghai, &c.	
Fung Shuey	W. Watson	Amer. str.	740	May	24 A. Heard & Co		
Kan Ka Kee	W. Yeaton	Fch. str.	1700	April	20 Messageries Imperiales	Swatow, &c.	
Tigre	W. Balleve	Brit. str.	386	May	2 Douglas Lapraik & Co	in dock	
Undine	W. Toppin	Brit. str.	580	April	22 Douglas Lapraik & Co		
Yesso	W. Ashton	Brit. str.	580	April			
SAILING VESSELS.							
Alexandra	W. Thomin	Dan. sch.	106	May	1 John Burd & Co		
Amoy	W. Parkman	Brit. bk.	299	May	2 Thos. Hunt & Co		
Ariel	W. Keay	Brit. bk.	855	May	2 Bosman & Co	Melbourne and Sydney	
Atrevida	W. Bisot	Brit. bk.	457	April	6 Rozario & Co		
Batavia	K. Hertzner	N. Ger. bk.	366	April	22 Wm. Pustan & Co		
Belled Will	W. Locke	Brit. sch.	312	April	16 Douglas Lapraik & Co		
Belvidere	W. Howler	Amer. sch.	1321	March	20 Captain		
Benefactress	W. Elmdred	Amer. bk.	624	April	7 Smith, Archer & Co		
Bertha	W. Wagner	Prus. bg.	235	April	20 Wm. Pustan & Co		
Bessie	W. Simons	Brit. bk.	562	April	27 Chinese		
Black Prince	W. Inglis	Brit. bk.	760	April	25 Turner & Co		
Carmarthenshire	W. Hensworth	Brit. sch.	812	May	1 Holliday, Wise & Co	Callao	Immediate
Cary & Jane	W. Jansen	Hamb. bk.	412	March	7 Bourjau, Hubener & Co		
Chinaman	E. Dunn	Brit. sch.	607	May	1 Holliday, Wise & Co		
Cornelia	W. Bupdgaard	Prus. bk.	300	April	24 E. Schellhaas & Co		
Cutty Sark	W. Moran	Siam. sh.	475	April	28 Chinese		
Dayspring	E. Middleton	Brit. bk.	393	March	19 Russell & Co	Melbourne and Sydney	Early
Deerfoot	W. Carlin	Brit. bk.	499	May	1 Jardine, Matheson & Co		
Eleanor	W. Ronaldson	Brit. bk.	486	May	1 Douglas Lapraik & Co	San Francisco	Immediate
Eliza	W. Sedgley	Brit. sch.	1378	March	1 Bosman & Co		
Energie	W. Angles	Fch. bk.	278	May	2 Wm. Pustan & Co		
Fiery Cross	E. Lamont	Brit. sch.	689	April	13 Jardine, Matheson & Co	Foochow	Early
Flying Cloud	E. Urquhart	Brit. bg.	238	May	1 A. Heard & Co		
Fontenay	K. Crook	Brit. sch.	635	May	2 Borneo Company		
Gravina	W. Camejo	Span. bg.	242	April	23 Remedios & Co		
Glenroy	W. Warden	Brit. bk.	357	April	23 Aug. Heard & Co		
Henry Darling	W. Weibel	Brit. bk.	412	April	13 Chinese		
Isaac da Costa	W. Kallio	Dut. bk.	600	May	2 Bourjau, Hubener & Co	New York	
Jane Woodburn	W. McDonald	Brit. bk.	299	April	19 Borneo Company	Portland	Early
Java	W. Anderson	Prus. bk.	309	March	31 Arnold Karberg & Co	San Francisco	Immediate
Jeanne Alice	W. Moutier	Fch. sh.	1209	March	11 Order	Singapore	Early
John L. Dimmock	W. Wenchell	Brit. sh.	1047	March	26 Russell & Co		
John Worcester	W. Knowles	Amer. bk.	611	April	17 Olyphant & Co		
Kadoh	K. Deahon	Amer. bk.	654	May	2 Order		
Lahloo	W. Smith	Brit. sch.	799	April	19 Gilman & Co		
Lesmons	W. Steinike	Brem. bk.	300	May	2 E. Schellhaas & Co		
Midnight	W. Brook	Amer. sch.	838	April	14 Olyphant & Co		
Najaden	W. Neilson	Nor. sch.	239	May	2 Jardine, Matheson & Co		
Nararino	W. Watrog	Brit. bk.	408	March	21 Smith, Archer & Co		
Nellie Abbott	E. Jordan	Amer. bk.	432	May	2 Olyphant & Co		
Nen Granda	W. Bauer	Brem. bk.	350	May	1 E. Schellhaas & Co		
Neville	K. Jackson	Brit. sch.	715	Feb.	16 Turner & Co		
Nile	W. Moss	Brit. bk.	240	April	14 T. Howard		
Nuanau	W. Hager	Hawa. sch.	150	May	2 Melchers & Co		
Osborne	E. Stampor	Brit. bk.	327	May	2 Messageries Imperiales		
Paramatta	W. Andrews	Brit. bk.	370	April	16 Russell & Co	San Francisco	Early
Peruvian	W. Thompson	Amer. sh.	1076	April	14 Pacific Mail S. S. Co		
Piccola	W. Krall	N. Ger. bk.	253	May	1 Siemens & Co		
Queen of the Sea	E. Reid	Brit. bk.	442	May	2 Douglas Lapraik & Co		
Red Riding Hood	K. Henderson	Brit. sch.	720	May	2 Jardine, Matheson & Co		
Reynard	W. Emery	Brit. bk.	1029	April	17 Russell & Co		
Ruby	K. Schwalky	Brit. bk.	632	May	2 Carlowitz & Co		
San Lorenzo	W. Lebeama	Span. bg.	220	April	7 Remedios & Co		
Sea Ripple	W. Pringle	Brit. bk.	183	April	30 Jardine, Matheson & Co	Foochow	Tuesday
Sir Lancelot	E. Robinson	Brit. bk.	885	April	17 Jardine, Matheson & Co		
Stad Assen	W. Buer	Dut. bk.	444	April	28 Order		
Taoping	E. Dowdy	Brit. sch.	767	May	1 Gilman & Co	Iloilo	
Tek Lee	W. Kerr	Hamb. bk.	350	April	30 Wm. Pustan & Co	Saigon	
The Colleen Bawn	W. Allen	Brit. bk.	386	April	4 Arnold Karberg & Co		
Tycoon	W. Mutter	Brit. bk.	352	April	16 Gibb, Livingston & Co		
Undine	E. Saatte	Brit. sch.	796	April	20 Jardine, Matheson & Co		
Villa de Rivadavia	W. Castilha	Span. bg.	261	April	13 Remedios & Co		
Wemyss Castle	W. Nicol	Brit. sch.	700	April	26 Birley & Co		
William Chandler	K. Brown	Brit. bk.	700	April	30 Order		
Ziba	W. Bawes	Brit. bk.	513	April	27 John Burd & Co		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Cataluna	Escadilla	Span. str.	361	April	3 Order		
Danig	Eldridge	Prus. sch.	289	April	29 Russell & Co		
Kwik	Lorange	Nor. bg.	131	May	3 Siemens & Co		
Lizzie Allen	Joe	Brit. sch.	300	May	3 Wm. Pustan & Co		
Mathilda	Ramsay	Brit. bg.	252	May	1 Grun & Co	Tientsin	
Patino	Patera	Span. str.	1200	April	30 Spanish Consul		
Providenza	Nattini	Ital. sh.	564	April	27 Remedios & Co		
Sultan	Howard	Brit. bk.	399	May	3 Order		

VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.	Intended Despatch.
CHINA & JAPAN PORTS—				
SHANGHAI, &c.	Fung Shuey	Am. str.	Olyphant & Co	Early
TIENTSIN	Mathilde	Br. bg.	Grun & Co	
OTHER PORTS—				
CALLAO	Cary & Jane	Hm. bk.	Bourjau Hubener & Co	Early
MELBOURNE & SYDNEY	Dayspring	Br. bk.	Russell & Co	
Do	Atrevida	Br. bk.	Rosario & Co	
Do	Jeanne Alice	Br. sh.	Order	
PORTLAND	Tycoon	Br. bk.	Gibb, Livingston & Co	
SAIGON	J. L. Dimmock	Br. sh.	Russell & Co	Early
SAN FRANCISCO	Reynard	Am. sh.	Russell & Co	
Do	J. Worcester	Am. bk.	Olyphant & Co	
SINGAPORE				

* At Whampoa.

† At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Gun.	H.P.	Captain.
Algerine	British	gun-vessel	3	80	C. E. Domville, Lieut.
Drake	British	gun-boat	3		C. Crowdy, Lieut.
Flamer	British	naval hospital			Attached to Melville
Forfait	French	steamer	6		Le Saulnier De la Cour
Manila	British	gun-boat			Johnson, Lieut. Comr.
Mar. de la Victoria	Spanish	steamer			Jose Vez, Captain
Maumee	U. States	steamer			Cushing, Lieut. Comr.
Melville	British	naval hospital			R. Bernard, D.M.I.G. &c.
Princess Charlotte	British	receiving ship	14		Commodore Oliver Jones
Starling	British	gun-boat	3		
Watchful	British	gun-boat	3		40 Harbor Tender to Comm.

MEN-OF-WAR AT CANTON.

Name.	Flag.	Rig.	Gun.	H.P.	Captain.
Cheng-ting	Chinese	gun-boat	3		Bessard
Fee-long	Chinese	gun-boat	5		Edwards
Hai-ching	Chinese	Customs cruiser	4		Folsom

HONGKONG, MACAO AND CANTON

RIVER STEAMERS.

Vessel.	Flag.	Tons.	Captain.	Owners or Agents.
Dragon	British	117	Stephenson	P. & O. S. N. Co
Faune (110 h. power)	Do.	380	Carroll	H. & W. Dock Company's Tug
Fire Dart	Do.	466	Haskell	H. & W. Dock Company's Tug
Kin Shan	Do.	617	Benning	H. & W. Dock Company's Tug
Kin King	Do.	69	Benning	H. & W. Dock Company's Tug
Little Orphan	Do.	40	Benning	Union Dock Company Tug.
Poyang	Do.	379	Laid up	H. & W. Dock Company's Tug
Prince Albert	Do.	101	Godsill	Q. Acheong
Sir J. Joseph	Do.	140	Wilson	Thomas Hunt & Co
Spark	Amer.	140	Wilson	Thomas Hunt & Co
Spec	Do.		Graves	H. & W. Dock Company's Tug
White Cloud	British	280		

Chinese Advertisements.

白告梳燕

司公險保德布啟味中
或倫華常第號司在港
架亥頓新價壹公本港
巴爾支波其號風辦
刺參交加其號之土
公月特波其號之土
司八支波其號之土
公月特波其號之土
啟日此吉項火出
六日打可在船
明望在單
買中照保布

山金舊往

今有大英國三枝機
船一隻名亞路路
莫定必早日揚帆往
舊金山大埠如有貴
客附貨者請至本公
司面議如有搭客者
請至和興為便
英四月廿三號
刺士厘公司謹啟

啟館本

啟者今未士厘公司
德臣公司之生意已
英八月十五號
數目均歸未士厘
管理故特字通知
英八月十五號
未士厘地謹啟

今有大美國三枝機
船一隻名亞路路
莫定必早日揚帆往
舊金山大埠如有貴
客附貨者請至本公
司面議如有搭客者
請至和興為便
英四月廿三號
刺士厘公司謹啟

Printed & Published by CHARLES ABRAHAM SAINT, Proprietor, at No. 3, Wyndham Street, Victoria, Hongkong.

VOL. XXIV.

AGENTS FOR THE

LONDON.—F. A. G. Lombard Street, Cornhill. GORDON, born Hill, E.C. AUSTRALIA, TASMANIA, ZEALAND.—G. Bourne and Sydney. SAN FRANCISCO.—W. Francisco.

CHINA.—Swatow, G. G. G. & Co. Co. Shanghai, W. C. KARUTH.

OFFICIAL NOTICE. It is hereby notified that the China Mail will be the official gazette for the notification of the British Consulate, D. B. ROSE.

It is hereby notified that the China Mail will be the official gazette for the notification of the British Consulate, R. S.

May 4, Geo. Cray, Alexander, London, Borneo Company.

Depa

May 5, Fosmoss, for 5, Graving, for 5, Glenyffe, for 5, Batavia, for 5.

Shipping

The British ship Gordon, reports fine weather in English Channel; on 17th December, the ship arrived at Hong Kong, and on 18th, she sailed for Canton. The ship arrived at Canton on 19th, and on 20th, she sailed for Hong Kong. The ship arrived at Hong Kong on 21st, and on 22nd, she sailed for Canton. The ship arrived at Canton on 23rd, and on 24th, she sailed for Hong Kong. The ship arrived at Hong Kong on 25th, and on 26th, she sailed for Canton. The ship arrived at Canton on 27th, and on 28th, she sailed for Hong Kong. The ship arrived at Hong Kong on 29th, and on 30th, she sailed for Canton. The ship arrived at Canton on 31st, and on 1st, she sailed for Hong Kong. The ship arrived at Hong Kong on 2nd, and on 3rd, she sailed for Canton. The ship arrived at Canton on 4th, and on 5th, she sailed for Hong Kong. The ship arrived at Hong Kong on 6th, and on 7th, she sailed for Canton. The ship arrived at Canton on 8th, and on 9th, she sailed for Hong Kong. The ship arrived at Hong Kong on 10th, and on 11th, she sailed for Canton. The ship arrived at Canton on 12th, and on 13th, she sailed for Hong Kong. The ship arrived at Hong Kong on 14th, and on 15th, she sailed for Canton. The ship arrived at Canton on 16th, and on 17th, she sailed for Hong Kong. The ship arrived at Hong Kong on 18th, and on 19th, she sailed for Canton. The ship arrived at Canton on 20th, and on 21st, she sailed for Hong Kong. The ship arrived at Hong Kong on 22nd, and on 23rd, she sailed for Canton. The ship arrived at Canton on 24th, and on 25th, she sailed for Hong Kong. The ship arrived at Hong Kong on 26th, and on 27th, she sailed for Canton. The ship arrived at Canton on 28th, and on 29th, she sailed for Hong Kong. The ship arrived at Hong Kong on 30th, and on 31st, she sailed for Canton. The ship arrived at Canton on 1st, and on 2nd, she sailed for Hong Kong. The ship arrived at Hong Kong on 3rd, and on 4th, she sailed for Canton. The ship arrived at Canton on 5th, and on 6th, she sailed for Hong Kong. The ship arrived at Hong Kong on 7th, and on 8th, she sailed for Canton. The ship arrived at Canton on 9th, and on 10th, she sailed for Hong Kong. The ship arrived at Hong Kong on 11th, and on 12th, she sailed for Canton. The ship arrived at Canton on 13th, and on 14th, she sailed for Hong Kong. The ship arrived at Hong Kong on 15th, and on 16th, she sailed for Canton. The ship arrived at Canton on 17th, and on 18th, she sailed for Hong Kong. The ship arrived at Hong Kong on 19th, and on 20th, she sailed for Canton. The ship arrived at Canton on 21st, and on 22nd, she sailed for Hong Kong. The ship arrived at Hong Kong on 23rd, and on 24th, she sailed for Canton. The ship arrived at Canton on 25th, and on 26th, she sailed for Hong Kong. The ship arrived at Hong Kong on 27th, and on 28th, she sailed for Canton. The ship arrived at Canton on 29th, and on 30th, she sailed for Hong Kong. The ship arrived at Hong Kong on 31st, and on 1st, she sailed for Canton. The ship arrived at Canton on 2nd, and on 3rd, she sailed for Hong Kong. The ship arrived at Hong Kong on 4th, and on 5th, she sailed for Canton. The ship arrived at Canton on 6th, and on 7th, she sailed for Hong Kong. The ship arrived at Hong Kong on 8th, and on 9th, she sailed for Canton. The ship arrived at Canton on 10th, and on 11th, she sailed for Hong Kong. The ship arrived at Hong Kong on 12th, and on 13th, she sailed for Canton. The ship arrived at Canton on 14th, and on 15th, she sailed for Hong Kong. The ship arrived at Hong Kong on 16th, and on 17th, she sailed for Canton. The ship arrived at Canton on 18th, and on 19th, she sailed for Hong Kong. The ship arrived at Hong Kong on 20th, and on 21st, she sailed for Canton. The ship arrived at Canton on 22nd, and on 23rd, she sailed for Hong Kong. The ship arrived at Hong Kong on 24th, and on 25th, she sailed for Canton. The ship arrived at Canton on 26th, and on 27th, she sailed for Hong Kong. The ship arrived at Hong Kong on 28th, and on 29th, she sailed for Canton. The ship arrived at Canton on 30th, and on 31st, she sailed for Hong Kong. The ship arrived at Hong Kong on 1st, and on 2nd, she sailed for Canton. The ship arrived at Canton on 3rd, and on 4th, she sailed for Hong Kong. The ship arrived at Hong Kong on 5th, and on 6th, she sailed for Canton. The ship arrived at Canton on 7th, and on 8th, she sailed for Hong Kong. The ship arrived at Hong Kong on 9th, and on 10th, she sailed for Canton. The ship arrived at Canton on 11th, and on 12th, she sailed for Hong Kong. The ship arrived at Hong Kong on 13th, and on 14th, she sailed for Canton. The ship arrived at Canton on 15th, and on 16th, she sailed for Hong Kong. The ship arrived at Hong Kong on 17th, and on 18th, she sailed for Canton. The ship arrived at Canton on 19th, and on 20th, she sailed for Hong Kong. The ship arrived at Hong Kong on 21st, and on 22nd, she sailed for Canton. The ship arrived at Canton on 23rd, and on 24th, she sailed for Hong Kong. The ship arrived at Hong Kong on 25th, and on 26th, she sailed for Canton. The ship arrived at Canton on 27th, and on 28th, she sailed for Hong Kong. The ship arrived at Hong Kong on 29th, and on 30th, she sailed for Canton. The ship arrived at Canton on 31st, and on 1st, she sailed for Hong Kong. The ship arrived at Hong Kong on 2nd, and on 3rd, she sailed for Canton. The ship arrived at Canton on 4th, and on 5th, she sailed for Hong Kong. The ship arrived at Hong Kong on 6th, and on 7th, she sailed for Canton. The ship arrived at Canton on 8th, and on 9th, she sailed for Hong Kong. The ship arrived at Hong Kong on 10th, and on 11th, she sailed for Canton. The ship arrived at Canton on 12th, and on 13th, she sailed for Hong Kong. The ship arrived at Hong Kong on 14th, and on 15th, she sailed for Canton. The ship arrived at Canton on 16th, and on 17th, she sailed for Hong Kong. The ship arrived at Hong Kong on 18th, and on 19th, she sailed for Canton. The ship arrived at Canton on 20th, and on 21st, she sailed for Hong Kong. The ship arrived at Hong Kong on 22nd, and on 23rd, she sailed for Canton. The ship arrived at Canton on 24th, and on 25th, she sailed for Hong Kong. The ship arrived at Hong Kong on 26th, and on 27th, she sailed for Canton. The ship arrived at Canton on 28th, and on 29th, she sailed for Hong Kong. The ship arrived at Hong Kong on 30th, and on 31st, she sailed for Canton. The ship arrived at Canton on 1st, and on 2nd, she sailed for Hong Kong. The ship arrived at Hong Kong on 3rd, and on 4th, she sailed for Canton. The ship arrived at Canton on 5th, and on 6th, she sailed for Hong Kong. The ship arrived at Hong Kong on 7th, and on 8th, she sailed for Canton. The ship arrived at Canton on 9th, and on 10th, she sailed for Hong Kong. The ship arrived at Hong Kong on 11th, and on 12th, she sailed for Canton. The ship arrived at Canton on 13th, and on 14th, she sailed for Hong Kong. The ship arrived at Hong Kong on 15th, and on 16th, she sailed for Canton. The ship arrived at Canton on 17th, and on 18th, she sailed for Hong Kong. The ship arrived at Hong Kong on 19th, and on 20th, she sailed for Canton. The ship arrived at Canton on 21st, and on 22nd, she sailed for Hong Kong. The ship arrived at Hong Kong on 23rd, and on 24th, she sailed for Canton. The ship arrived at Canton on 25th, and on 26th, she sailed for Hong Kong. The ship arrived at Hong Kong on 27th, and on 28th, she sailed for Canton. The ship arrived at Canton on 29th, and on 30th, she sailed for Hong Kong. The ship arrived at Hong Kong on 31st, and on 1st, she sailed for Canton. The ship arrived at Canton on 2nd, and on 3rd, she sailed for Hong Kong. The ship arrived at Hong Kong on 4th, and on 5th, she sailed for Canton. The ship arrived at Canton on 6th, and on 7th, she sailed for Hong Kong. The ship arrived at Hong Kong on 8th, and on 9th, she sailed for Canton. The ship arrived at Canton on 10th, and on 11th, she sailed for Hong Kong. The ship arrived at Hong Kong on 12th, and on 13th, she sailed for Canton. The ship arrived at Canton on 14th, and on 15th, she sailed for Hong Kong. The ship arrived at Hong Kong on 16th, and on 17th, she sailed for Canton. The ship